

PRINTER RUSH

(PTO ASSISTANCE)

Application : 10/600896 Examiner : philogene GAU : 2828
From : CA Location : IDC FMF FDC Date : 4/26/05
Tracking # : 06079632 Week Date : 2/21/05

DOC CODE	DOC DATE	MISCELLANEOUS
<input type="checkbox"/> 1449		<input type="checkbox"/> Continuing Data
<input type="checkbox"/> IDS		<input type="checkbox"/> Foreign Priority
<input type="checkbox"/> CLM		<input type="checkbox"/> Document Legibility
<input type="checkbox"/> IIFW		<input type="checkbox"/> Fees
<input type="checkbox"/> SRFW		<input type="checkbox"/> Other
<input type="checkbox"/> DRW		
<input type="checkbox"/> OATH		
<input type="checkbox"/> 312		
<input checked="" type="checkbox"/> SPEC	<u>6/20/03</u>	

[RUSH] MESSAGE: Specification pages jump from page 3 to 5.
No text appears to be missing, but not certain.
Please Resolve
Thank You

[XRUSH] RESPONSE: AD information missing, page 4 is blank
Dev Examine INITIALS: 1/1

NOTE: This form will be included as part of the official USPTO record, with the Response document coded as XRUSH.
REV 10/04

5/10
5/26

Description of the Related Art

Pickup box lights have been in use for years. A conventional pickup box light is mounted to the upper rear portion of the cab of the pickup and has a manual control switch for users to operate that controls the light.

The main disadvantage of conventional pickup box lights is that they do not automatically operate to illuminate the interior of the pickup box during loading/unloading of cargo. Another disadvantage of conventional pickup box lights is that require the user to physically locate and manipulate a switch to turn the lights on. Another problem with conventional pickup box lights is that when a pickup box cover is utilized the light is blocked by the cover if the cover is closed.

Examples of patented devices which may be related to the present invention include U.S. Patent 5,495,400 to Currie; U.S. Patent 6,238,068 to Farmer, Jr.; U.S. Patent 6,431,717 to Anderson et al.; U.S. Patent 5,795,051 to Galanski; U.S. Patent 4,745,525 to Sheehy; U.S. Patent 5,258,893 to Finneyfrock; U.S. Patent 6,116,761 to Munsey; U.S. Patent 4,839,629 to Brown; U.S. Patent 4,818,006 to Arndt; U.S. Patent 6,000,821 to Beliakoff; and U.S. Patent 5,144,538 to Harris.

While these devices may be suitable for the particular purpose to which they address, they are not as suitable for automatically illuminating the interior of a pickup box upon opening of a tailgate. Conventional pickup box lights do not allow for automatic operation thereof based upon the opening of a tailgate.

In these respects, the tailgate controlled light system according to the present invention substantially departs from the conventional concepts and designs of the prior art, and in so doing provides an apparatus primarily developed for the purpose of automatically illuminating the interior of a pickup box upon opening of a tailgate.

BRIEF SUMMARY OF THE INVENTION

In view of the foregoing disadvantages inherent in the known types of pickup box lights now present in the prior art, the present invention provides a new tailgate controlled light system construction wherein the same can be utilized for automatically illuminating the interior of a pickup box upon opening of a tailgate.

The general purpose of the present invention, which will be described subsequently in greater detail, is to provide a new tailgate controlled light system that has many of the advantages of the pickup box lights mentioned heretofore and many novel features that result in a new tailgate controlled light system which is not anticipated, rendered obvious, suggested, or even implied by any of the prior art pickup box lights, either alone or in any combination thereof.

To attain this, the present invention generally comprises a light unit attachable within a pickup box, a control switch electrically connected to the light unit and attachable within the opening of the pickup box, and an override switch electrically connected to the control switch and to the vehicle power supply. The control switch is positioned to be depressed by the tailgate when closed thereby terminating power to the light unit. When the tailgate is opened away from the control switch the light unit is activated with power. The override switch is used to terminate power to the light unit regardless of the position of the tailgate.

There has thus been outlined, rather broadly, the more important features of the invention in order that the detailed description thereof may be better understood, and in order that the present contribution to the art may be better appreciated. There are additional features of the invention that will be described hereinafter and that will form the subject matter of the claims appended hereto.